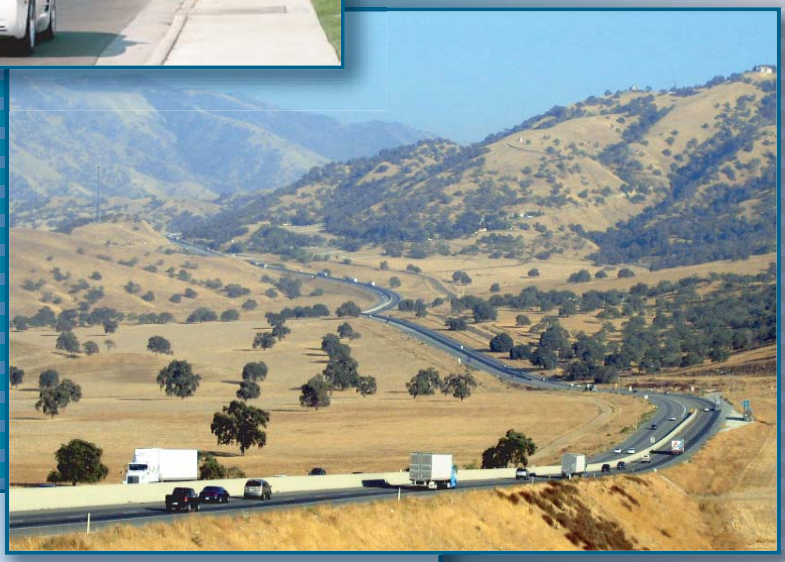
STATE ROUTE

CALIFORNIA
58

Transportation Concept Report

Office of System Planning · District 06 · December 2004



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Front cover photos of Route 58 from top to bottom: east of Tehachapi city limits; Rosedale Highway just west of Route 99; near State Route 223, west of Buttonwillow city limits.

STATE ROUTE

District 6

Transportation Concept Report

Office of System Planning December 2004

Approval Recommended:

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12/13/04

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Deputy District Director
Planning Division

Date

Jay Norvell

12/13/04

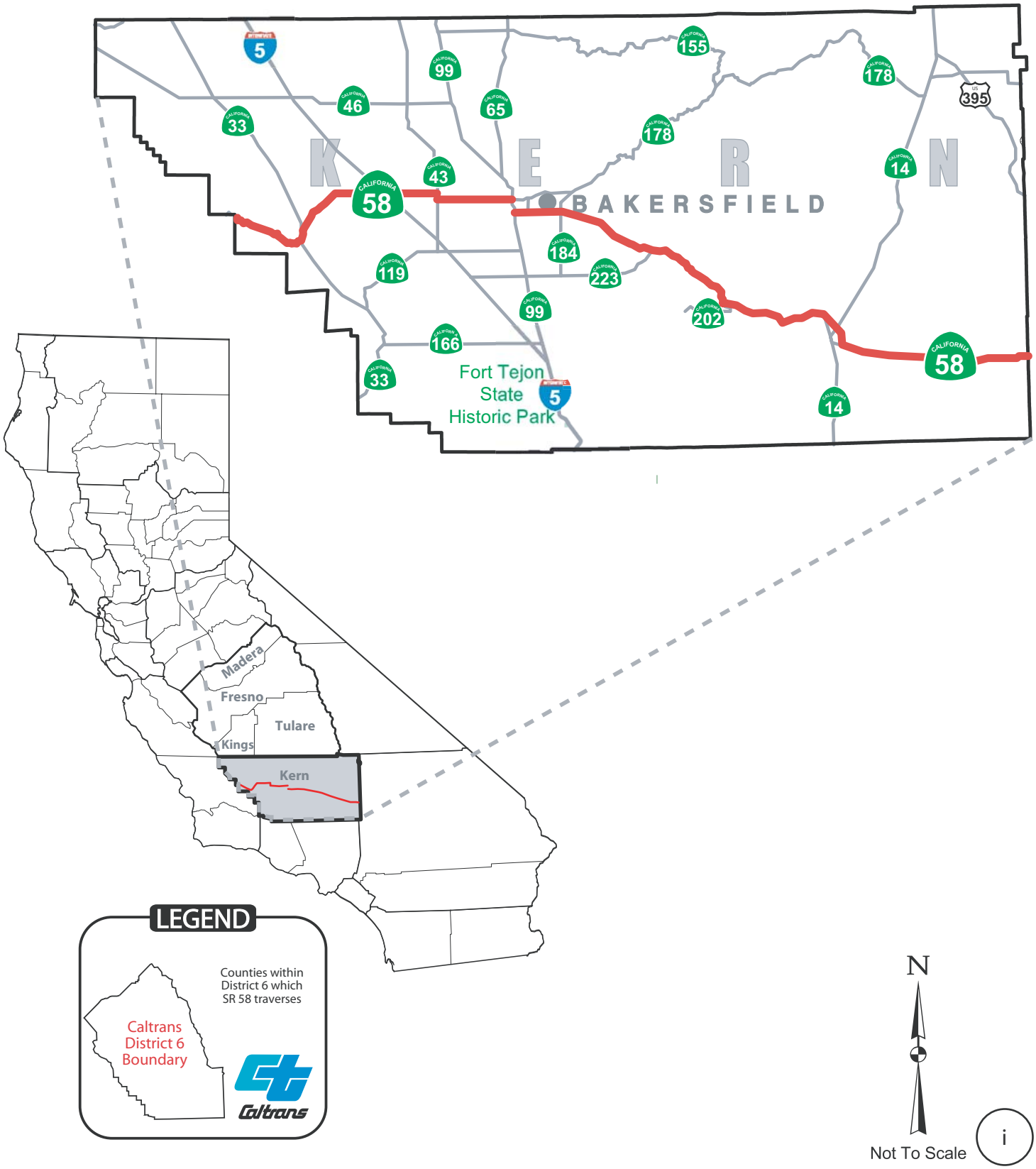
Jay Norvell
Acting District Director

Date

STATE ROUTE 58

TRANSPORTATION CONCEPT REPORT

LOCATION MAP



Transportation Concept Report
State Route 58
December 2004

I. INTRODUCTION

The Transportation Concept Report (TCR) is a long-range system planning document that establishes a planning concept for the corridor through the year 2030. The TCR provides route data and information, as well as current and projected (years 2004, 2015, and 2030 respectively) operating characteristics.

Considering reasonable financial and physical constraints, the TCR defines the appropriate Concept Level of Service (Concept LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain the Concept LOS. Capacity-enhancing improvements, such as lane additions, are the primary focus for LOS attainment.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D, or whichever LOS is feasible to attain, on State highway facilities. For the purpose of this document, however, the Concept LOS is a "target" LOS determined by the importance of the route and environmental context. A deficiency (need for improvement) is triggered when the actual LOS falls below the Concept LOS.

The TCR also identifies transit, and the deployment of Intelligent Transportation Systems (ITS) as integral to route corridor development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2030.

However, the UTC does not consider funding as a constraint. Caltrans District 6 System Planning staff should be consulted for the interim ROW (prior to ultimate construction) for a specific location along the corridor.

This document identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process.

Consequently, the specific nature of proposed improvements such as roadway width, number of lanes, and access control might change in later project development stages. Final determinations are normally made during the project report and design phases.

Therefore, a TCR is a "living document," subject to amendments as conditions change and projects are completed. System Planning staff will update the TCR on a three-to-five year cycle or as needed.

The TCR for State Route 58 was prepared and completed by District 6 Office of System Planning staff in cooperation with local and regional agencies and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. ROUTE DESCRIPTION AND PURPOSE

Begins: At Route 101 near Santa Maria in San Luis Obispo County.
Ends: At Interstate 15 near Barstow in San Bernardino County.

Length: A 234-mile highway across the Coastal Ranges, San Joaquin Valley, the Tehachapi mountains and the high desert.

This Transportation Concept Report covers the 143.9 miles of SR 58 within District 6, from the San Luis Obispo line to the San Bernardino County line. Route 58 in District 6 encompasses Kern County only.

At the beginning of this TCR is a map showing the location of Route 58 within District 6 (Location Map, page "i").

Land Use: Primarily rural agriculture and grazing land, with smaller communities such as McKittrick, Buttonwillow, Tehachapi and Mojave interspersed along with highway commercial establishments at numerous interchanges.

The highway also travels through the urban center of Bakersfield. There are industrial uses such as refinery plants, and a Frito Lay food processing plant. Oil pumping fields are prevalent near the Bakersfield area.

Terrain: Generally on flat terrain; however, other topographical features include high plains, rolling hills, mountains, and desert in the southern Kern County portion.

A. Modal Alternatives

Amtrak Rail: The Amtrak bus connection routes travel along Route 58 and make connections to the cities of Tehachapi, Mojave, and Boron. The buses connect transit riders to the Amtrak train station in Bakersfield.

The Golden Empire Transit (GET) operates fixed routes within Bakersfield, which includes travel on Route 58.

Transit Services: Both fixed-route and dial-a-ride buses serve the local traveler. Common transit carriers include Golden Empire Transit (GET), Orange Belt Stages, and the Kern Regional Transit. The Kern Regional Transit operates fixed route and dial-a-ride service throughout rural Kern County and along Route 58 from Buttonwillow through Bakersfield, Tehachapi, Mojave and ending at Boron. Specific information on transit services is located in the Appendix.

Bicycle Routes: From the San Luis Obispo County line to its junction with SR 99 in Bakersfield the route is comprised of conventional roadway segments comprised of 2, 4, and 6-lane road and all segments are opened to bicycle travel. From the junction of SR 99 to the junction of SR 223 the route is comprised of 4 to 6-lane freeway segments, all of which are closed to bicycle travel.

From SR 223 to the San Bernardino County line the roadway is comprised of freeway segments, where it is opened to bicycle travel except near Mojave, where an alternate route exists. Specific information on bicycle access is located in the Appendix.

B. Intelligent Transportation Systems

Numerous applications of ITS exist or are proposed throughout the extent of Route 58. Examples of existing ITS applications along Route 58 are: weather stations (WS) changeable message signs (CMS), closed circuit television (CCTV), and highway advisory radio (HAR). Specific segment by segment information is located in the ITS chart in the Appendix. Deployment of ITS technology will enhance operational and safety efficiency of the route by informing motorists of traffic congestion, inclement weather such as fog, dust, highway construction and/or closings. The Caltrans Central Valley Transportation Management Center (TMC) monitors specific traffic locations from its headquarters at the District Office in Fresno. In addition, the Kern Council of Governments (Kern COG), through the creation of the Kern Motorist Aid Authority, operates and maintains a motorist aid call box system within Kern County. Specific information on ITS is located in the Appendix.

C. State Route 58 Highway Facts

* Route 58 was included as part of the State Highway System (1933) and the California Freeway and Expressway System (1959).
* Route 58 is a high-volume interregional east-west route. As a major route in the most productive agricultural region in the world, Route 58 is critical to the economic vitality of the state. It provides significant goods/freight movement connections between I-5 and Route 99 in the Central Valley. Route 58 also links to other important goods movement connections nationwide such as Route 14, I-15, I-40 and US 395.
* Heavily used by interstate travelers, commuters, recreational travelers, and goods movement, SR 58 has an Annual Average Daily Traffic (AADT) ranging from 300 to 76,000, with trucks constituting up to 38 percent.
* The section of SR 58 east of I-5 to the Kern County border is designated as a High Emphasis Focus Route (HE, F)on the Interregional Road System (IRRS).
* Recognized as a Transportation Gateway of Major Statewide Significance, SR 58 has several improvements indicated along in the Interregional Transportation Strategic Plan (ITSP).
* Route 58 is identified as a "Priority Global Gateway" east of Interstate 5 for goods movement in the Global Gateways Development Program (January 2002).
* Under the Federal-aid Surface Transportation Program, the section of SR 58 east of the Route 58/99 separation is part of the National Highway System (NHS) as a STRAHNET route.
* Route 58 is on the National Network (NN) for STAA trucks (large trucks) east of the Route 58/99 separation.
* The Function Classification of SR 58 is Minor Arterial west of the Route 58/99 separation and Principal Arterial in sections east of the Route 58/99 separation.
* East of the Route 58/99 separation to I-15 in Barstow, Route 58 is identified as an Intermodal Corridor of Economic Significance (ICES)

D. Specific Environmental Considerations

Specific sensitive biological species include, but are not limited to, the following flora and fauna:

FLORA- Hoover's woolly star plant, Bakersfield cactus, California jewel-flower and Kern mallow.

FAUNA-San Joaquin kit fox, Tipton kangaroo rat, desert tortoise, Mojave ground squirrel, San Joaquin antelope ground squirrel, burrowing owl, giant kangaroo rat, blunt-nosed leopard lizard, Swainson's hawk, Buena Vista Lake shrew and Tehachapi slender salamander.

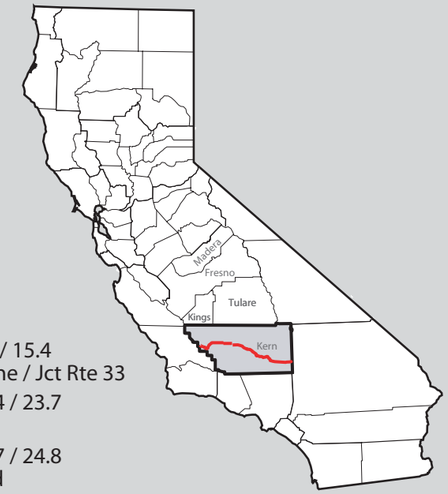
The desert tortoise is one of the listed sensitive biological species in the Route 58 corridor.

III. Segment Map

Attached on the next page is an 11x17" foldout TCR segment map for Route 58. This map shows the 22 segments of SR 58 in Kern County.

Following the 11 x 17" segment map, is an overview of Route 58 geometrics (including segment detail maps), land use, and environmental considerations. The overview is split into several segment groups. See the attached 4-page 11 x 17" fold-out Summary Chart for additional information in table form.

STATE ROUTE 58
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP



Kern County

1. **Segment 1:** SR 58 PM 0.0 / 15.4
   San Luis Obispo County line / Jct Rte 33
2. **Segment 2:** SR 58 PM 15.4 / 23.7
   Jct Rte 33 / Lokern Rd
3. **Segment 3:** SR 58 PM 23.7 / 24.8
   Lokern Rd / Corn Camp Rd
4. **Segment 4:** SR 58 PM 24.8 / 27.2
   Corn Camp Rd / 0.1 Mi W of Buttonwillow
5. **Segment 5:** SR 58 PM 27.2 / 28.2
   0.1 Mi W of Buttonwillow / Leslie St
6. **Segment 6:** SR 58 PM 28.2 / 31.6
   Leslie St / Interstate 5/58 SEP
7. **Segment 7:** SR 58 PM 31.6/ 45.8
   Interstate 5/58 SEP / 0.3 Mi W of Allen Rd
8. **Segment 8:** SR 58 PM 45.8 / 51.8
   0.3 Mi W of Allen Rd / N Jct Rte 58/99/178 SEP
9. **Segment 9:** SR 58 PM R52.4 / R54.4
   S Jct Rte 58/99 SEP / Union Ave OC
10. **Segment 10:** SR 58 PM R54.4 / R55.4
    Union Ave OC / Cottonwood Rd UC
11. **Segment 11:** SR 58 PM R55.4 / R59.4
    Cottonwood Rd UC / Rte 58 / 184 SEP
12. **Segment 12:** SR 58 PM R59.4 / R60.5
    Rte 58 / 184 SEP / Vineland Rd OC
13. **Segment 13:** SR 58 PM R60.5 / R65.7
    Vineland Rd OC / Tower Line Rd OC
14. **Segment 14:** SR 58 PM R65.7 / 74.9
    Tower Line Rd OC / 0.7 Mi E of Bena Rd UC
15. **Segment 15:** SR 58 PM 74.9 / 77.1
    0.7 Mi E of Bena Rd UC / Caliente / Bealeville Rds
16. **Segment 16:** SR 58 PM 77.1 / R90.7
    Caliente / Bealeville Rds / Rte 202 / 58 SEP
17. **Segment 17:** SR 58 PM R90.7 / R95.2
    Rte 202 / 58 SEP / Tehachapi Rd OC
18. **Segment 18:** SR 58 PM R95.2 / 104.3
    Tehachapi Rd OC / 2.7 Mi E of Cameron Canyon Rd OC
19. **Segment 19:** SR 58 PM 104.3 / R107.6
    2.7 Mi E of Cameron Rd OC / 4 Mi W of N Jct Rte 14
20. **Segment 20:** SR 58 PM R107.6 / 118.0
    4 Mi W of N Jct Rte 14 / 4.2 Mi E of Airport Rd
21. **Segment 21:** SR 58 PM 118.0 / R129.0
    4.2 Mi E of Airport Rd / 1.4 Mi E of California City Blvd
22. **Segment 22:** SR 58 PM R129.0 / R143.9
    1.4 Mi E of California City Blvd / San Bernardino County line

LEGEND

Indicates segments of Route 58.

1 Corresponds with the symbols below to provide segment information.

JCT = Junction **Mi** = Mile
PM = Post Mile **SR** = State Route

IV. Geometrics, Land Use, and Environmental Considerations

Segments 1-6: San Luis Obispo County line to the Interstate 5/Route 58 Separation

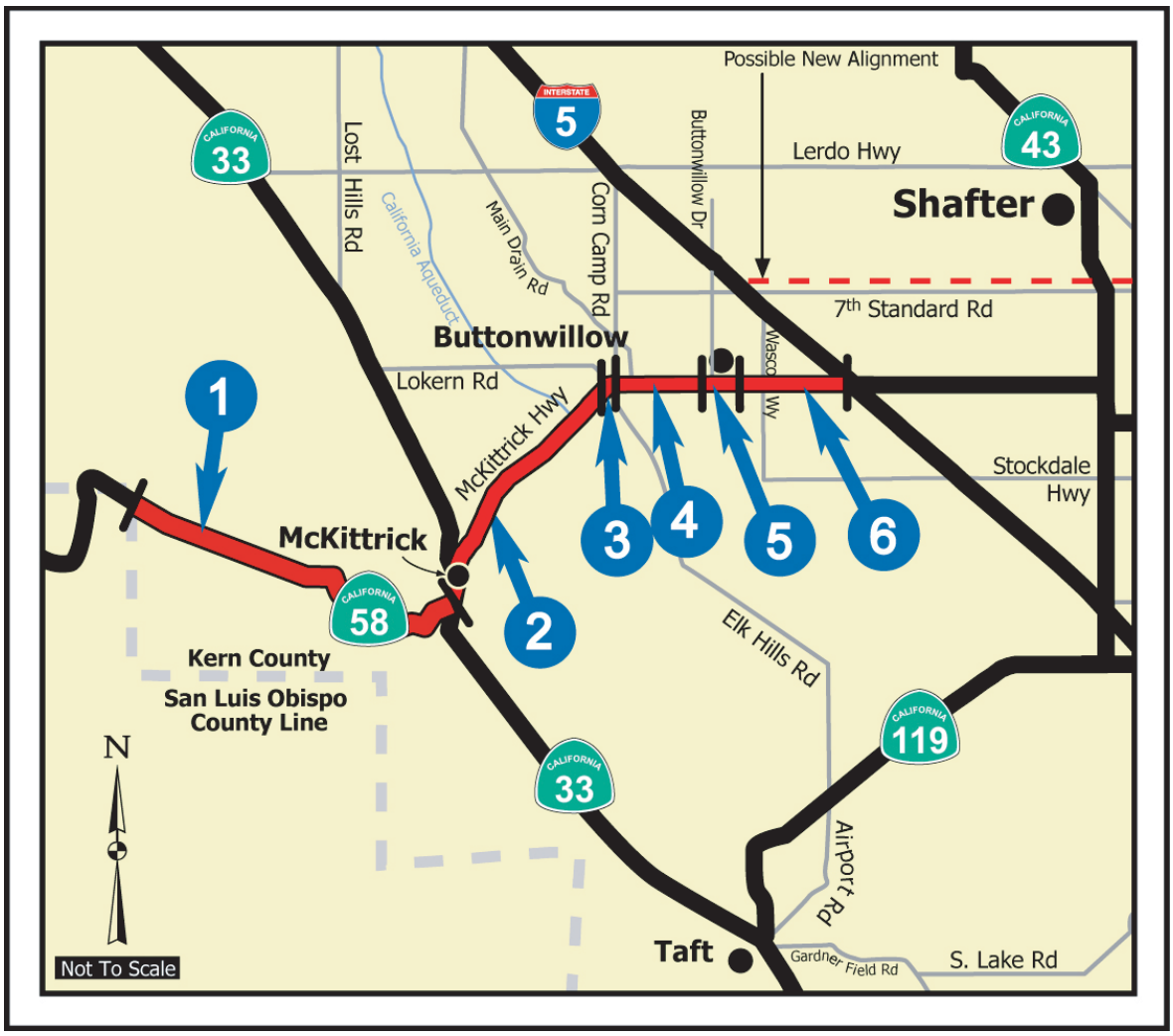
Begins: At San Luis Obispo County line.
Ends: At the Interstate 5/Route 58 Separation in Kern County.

Land Use: Along with the rural towns of Buttonwillow and McKittrick, the land use consists of rangeland, agricultural lands, and agri-business. The highway crosses the California Aqueduct at Post Mile (PM) 23.03 and the Buena Vista Canal at PM 24.01. Oil wells, along with related storage tanks and facilities, exist alongside the route. Commercial activity exists at the I- 5 interchange.

Facility: With the exception of the section in Buttonwillow (segment 5) which is a 4-lane conventional highway, SR 58 (Segments 1-6) is mainly a 2-lane conventional highway. Lane widths can be narrow, varying from 9-12 feet with only a striped median. Treated shoulder widths vary from 0 to 8 feet.

Segments 1-6 of State Route 58, from the San Luis Obispo County line to the I-5/Route 58 separation in Kern County, consist of mostly long, rural stretches of 2-lane highway.

Interchanges and other State highway connections:
There is an interchange connection with Interstate 5 and an intersection with Route 33. For less than a mile, Route 58 coincides with Route 33 through the town of McKittrick.



Environmental/Historical Resources: There are restrictions to protect blunt-nosed leopard lizards, San Joaquin kit foxes, the San Joaquin antelope ground squirrels, Tipton kangaroo rats, giant kangaroo rats, Swainson's hawk, Kern mallow, California jewel-flower, and the Hoover's woolly star plants.

This restriction enacts mitigation agreements between Caltrans, Department of Fish and Game, and the U.S. Fish and Wildlife Service. Other environmental concerns include water issues, crude petroleum close to the surface, and the terrain itself, along with development along the highway in Buttonwillow and at Interstate 5. Possible issues would include the potential historic resources of the aqueduct and canals.

Segments 7-8: Interstate 5/Route 58 Separation to North Junction Route 58/99/178

Begins: At the Interstate 5/Route 58 Separation
Ends: At the North Junction Route 58/99/178 Separation

Land Use: Segments 7-8 traverse agricultural land with a combination of residences, commercial businesses, and industrial facilities. Along Rosedale Highway in Bakersfield, west of Route 99, mixed land use consists of residential and commercial development throughout urban areas. In recent years this area has experienced rapid growth in the commercial district and especially in new residential land use. Oil fields, oil wells, and related refineries are scattered throughout this stretch of highway.

Heavy truck traffic constitutes between 27 to 37% of Annual Average Daily Traffic (AADT) in these segments.

Facility: The highway is mostly a 2-lane conventional highway with the exception of urban Bakersfield , where it is a 4-lane conventional highway. The City of Bakersfield has currently proposed widening Route 58 to six lanes for three blocks west of Route 99. Improvements are occurring in a "piecemeal" fashion as development takes place. Portions of the route are three lanes in the opposite direction already. Traffic impact fees are being collected through the Metropolitan Bakersfield Traffic Impact Fee Program. Construction is scheduled to start in the end of 2004.

Route Adoption Studies were undertaken between 1994 and 2000 for a new alignment from I-5 to Route 99. Construction is scheduled to start in the end of 2004. The FEIS was approved May 7, 2001, and the Federal Record of Decision (ROD) was approved February 12, 2002. There was no state Route Adoption action presented to the CTC because it was determined that no connection to Route 99 could be allowed.

The proposed new alignment for Route 58 was abandoned, and turned over to the local agencies for a proposed new local freeway. Now Route Adoption Studies will have to be undertaken at some time in the future when funding becomes available. Shown in the map is the alignment for Route 58 approved as part of Alternative 15 of the Bakersfield Metro System study by the City of Bakersfield, Kern County Board of Supervisors, and the Kern Council of Governments. Seventh Standard Road from Santa Fe Way to Route 99 is currently funded for widening.

Interchanges and other State highway connections:
There is an intersection connection (west to east) with Route 43. Route 58 coincides with Route 178 to the east and also connects with the Route 99 Interchange.

Environmental/Historical Resources: There are restrictions to protect blunt-nosed leopard lizard, San Joaquin kit foxes, San Joaquin antelope ground squirrel, Tipton kangaroo rat, Buena Vista Lake shrew, Swainson's hawk, and California jewel-flower, and Hoover's wooly star plants. Issues related to future new alignment, would include traffic noise, aesthetic impacts, and ROW acquisition concerns in the urbanized area of Bakersfield.

Segments 9-12: South Junction Route 58/99 Separation to Vineland Road Overcrossing

Begins: At the North Junction Route 58/99 Separation (via Route 99 and the South Junction Route 58/99 Separation)
Ends: At the Vineland Road Overcrossing

Land Use: Segments 9-12 consist of urban land in Bakersfield with mixed land uses consisting of residential, commercial, and industrial facilities.

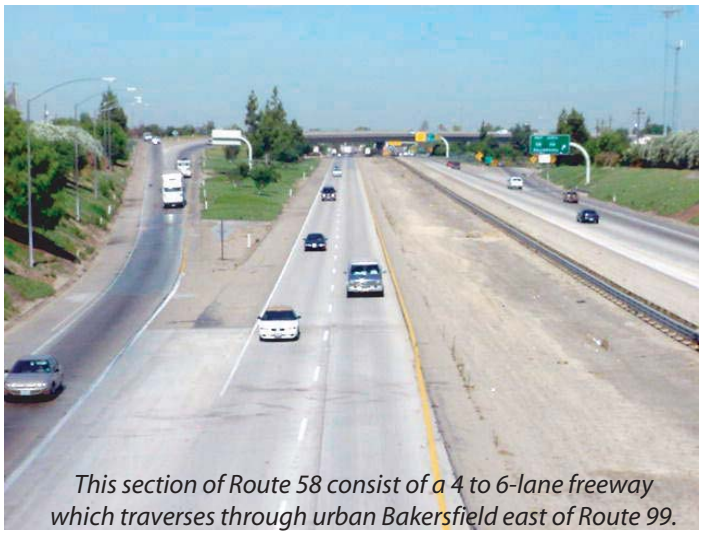
Facility: There is a freeway break from the Route 58/99/178 interchange south along Route 99 for approximately two miles. The route then continues east from the south junction Route 58/99 Separation.

The segment starts as a 4-lane freeway and extends into a 6-lane freeway near the Cottonwood Road overcrossing.

The 6-lane freeway ends near the Route 184 interchange and continues as a 4 -lane freeway.

Shown in the map is the alignment for Route 58 adopted as part of Alternative 15 of the Bakersfield Metro System study by the City of Bakersfield, Kern County Board of Supervisors, and the Kern Council of Governments.

Interchanges and other State highway connections:
Route 58 coincides with Route 178, which proceeds eastward. It also merges with Route 99, continuing south to the freeway-to-freeway connector with eastbound Route 58, which is the south junction to Route 99. Other interchange connections (west to east) are with State Routes 204 and 184.



This section of Route 58 consist of a 4 to 6-lane freeway which traverses through urban Bakersfield east of Route 99.

Environmental/Historical Resources:

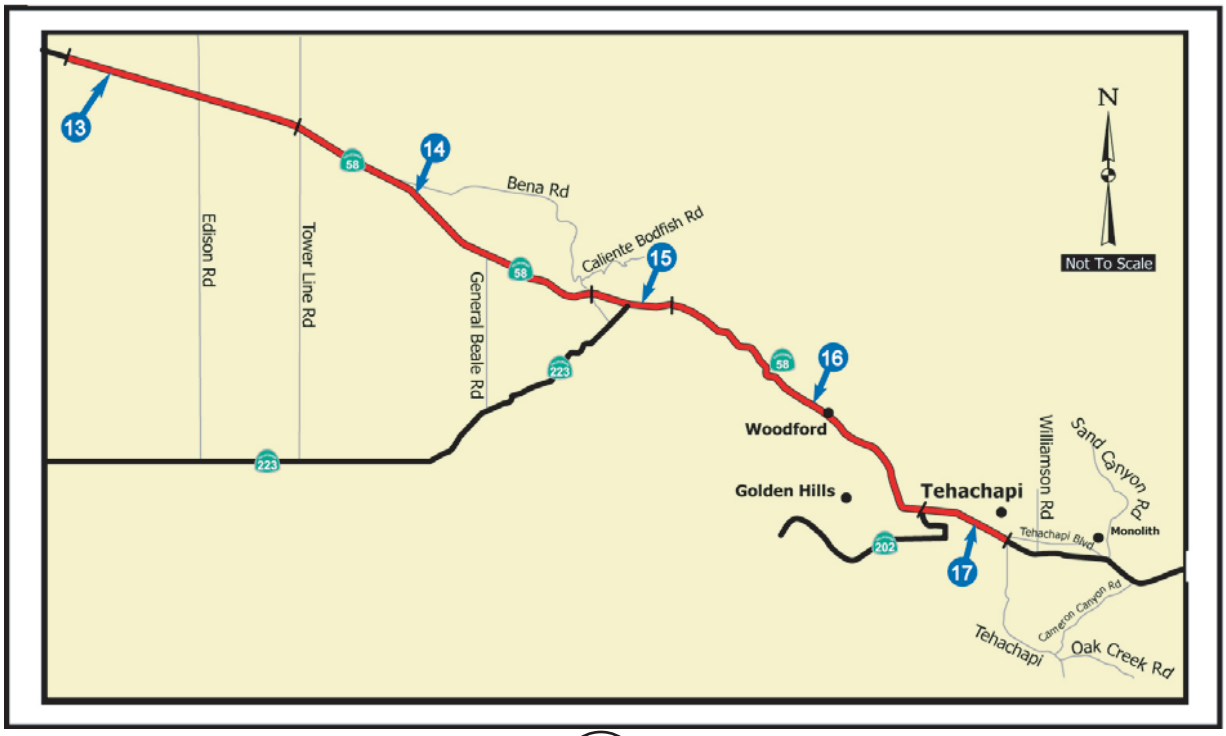
There are restrictions to protect the San Joaquin kit fox. Environmental issues related to future new alignment would include traffic noise, aesthetic impacts and ROW acquisition concerns in the urbanized area of Bakersfield. Traffic noise and aesthetic impacts are concerns.

Segments 13-17: Vineland Road Overcrossing to Tehachapi Road Overcrossing

Begins: Vineland Road Overcrossing near the east Bakersfield city boundary
Ends: Tehachapi Road Overcrossing near the east Tehachapi city boundary

Land Use: Segments 13-17 traverse agricultural land, which begin on flat terrain and extend to mountainous terrain. Level agriculture land extends from Bakersfield to General Beale Road, transitioning to rural mountainous terrain. Land uses include mining and ranching.

Environmental/Historical Resources: There are restrictions to protect the San Joaquin kit fox, Swainson's hawk, Tehachapi slender salamander, California Jewel flower and Bakersfield cactus. Aesthetic impacts are a concern in urban Bakersfield.



Rolling hills and mountainous terrain stretch from the central valley to Tehachapi.

Facility: Most of the highway is a 4-lane freeway, except for a short section along Route 223 where a 4-lane expressway exists. Truck climbing lanes are present along most of these segments.

Interchanges and other State highway connections:
Interchanges (west to east) occur at Route 202 and at an at-grade connection on Route 223.

Route 223 extends to Arvin several miles south. Route 202 traverses through the southern area of Tehachapi.

Segments 18-22: Tehachapi Road OC to the San Bernardino County line

Begins: Tehachapi Road Overcrossing near the east Tehachapi city boundary
Ends: At the San Bernardino County line near Boron

Land Use: The route traverses through flat desert territory which transitions from rolling hills. The terrain transitions from the mountainous area at Tehachapi, traverses through desert territory and ends approximately one mile east of Boron. Other land uses include mining, wind farms, military installations and desert recreation.

Facility: Route 58 begins as a 4-lane freeway for approximately twenty miles, transitions in to a 4-lane expressway for nearly ten miles and then reverts back to a 4-lane freeway for over sixteen miles.

Environmental/Historical Resources:

Environmental concerns include protecting the Desert Tortoise and the Mojave ground squirrel.

Facility: Route 58 begins as a 4-lane freeway for approximately twenty miles, transitions in to a 4-lane expressway for nearly ten miles and then reverts back to a 4-lane freeway for over sixteen miles.

Interchanges and other State highway connection(s):
The new Mojave freeway, which is not to be confused with the segment of Route 15 between its north junction with Route 215 near Devore and the California/Nevada State line Mountain Pass Summit, begins on existing Route 58 five miles northwest of the community of Mojave. The highway crosses Route 14 northeast of Mojave and reconnects with business 58.

The Mojave freeway, which traverses desert land, was completed in December 2003. It begins on existing Route 58 five miles northwest of the community of Mojave.

V. Concept Rationale

Route Concept LOS:

Rural: LOS C was assigned to most of the rural portions of Route 58 due to the interregional importance of the route and/or low traffic volumes.

Urban: LOS D was assigned to the route from Interstate 5 to the east end of Bakersfield due to high urban traffic and/or the high percentage of truck traffic. LOS D also signifies that attaining better traffic operations is more difficult due to heavier traffic congestion and increased construction complexity.

Concept Facility:

The Concept Facility for SR 58 is very diverse, consisting of a 2, 4 and 6-lane highway or freeway throughout District 6 by the year 2030. From the beginning of the route in west Kern County to Route 99, the concept facility ranges from a 2-lane improved (passing lanes, intersection, modifications, etc.) conventional highway to a 6-lane conventional highway. The concept facility is a 6-lane freeway east of Route 99 in urban Bakersfield and in the mountainous section between Tower Line Road and Caliente/Bealeville Roads. From the east Bakersfield city limits to the San Bernardino County line, the concept facility is a 4-lane freeway with the exception of the Tower Line Road area.

The Ultimate Facility beyond 25 years is planned to be a 2 or 4-lane conventional highway from the San Luis Obispo County line to the Route 58/99 junction if on existing alignment. A possible route adoption for a 4 to 8-lane freeway from I-5 to Route 99 is to be studied and will be determined by Caltrans, the City of Bakersfield, the City of Shafter and Kern County. The rest of the route is projected to stretch from the Route 58/99 Junction east to the San Bernardino County line as a 6 to 8-lane freeway.

VI. State Route 58 Transportation Concept Report Summary Chart

The four-page Summary Chart on the following four pages of this TCR indicate that SR 58 is divided into 22 distinct segments. The chart provides descriptive and technical information, both current and forecasted, for the State highway. It also has a linear geographic diagram that illustrates the major state and local highway facilities, along with key natural features and city/county boundaries, current highway geometrics, i.e., conventional highway, expressway, or freeway. A "Chart Explanation" bar defines what is shown on the Chart with the exception of self-explanatory technical information. The Summary Chart also delineates the functional classification, various highway designations, environmental information, and General Plan information.

Transportation Concept Report

State Route 58

TRANSITION FROM WB RTE 58 TO EB RTE 58 VIA RTE 99

SUMMARY CHART 1-A

Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2004) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: Signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: Shows the percent of trucks for AADT and Peak Hour.

* Concept Facility meets Concept LOS.

** 2-lane conventional improvements, i.e., turn lanes, signals, passing lanes, etc

+ Deficient - Concept facility does not meet Concept LOS.

SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12
County / Route	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58
Description Begin	SAN LUIS OBISPO CO LINE	JCT RTE 33	LOKERN RD	CORN CAMP RD	0.1 MI W OF BUTTONWILLOW	LESLIE LANE	INTERSTATE 5/58 SEP	0.3 MI W OF ALLEN RD	S JCT RTE 99/58 SEP	UNION AVE OC	COTTONWOOD RD UC	RTE 58/184 SEP
Description End	JCT RTE 33	LOKERN RD	CORN CAMP RD	0.1 MI W OF BUTTONWILLOW	LESLIE LANE	INTERSTATE 5/RTE58 SEP	0.3 MI W OF ALLEN RD	N JCT RTE 99/58/178 SEP	UNION AVE OC	COTTONWOOD RD UC	RTE 58/184 SEP	VINELAND RD OC
Postmile Limits Begin/End	0.0 / 15.4	15.4 / 23.7	23.7 / 24.8	24.8 / 27.2	27.2 / 28.2	28.2 / 31.6	31.6 / 45.8	45.8 / 51.8	R 52.4 / R 54.4	R 54.4 / R 55.4	R 55.4 / R 59.4	R 59.4 / R 60.5
Kilopost Limits Begin/End	0.0 KP / 24.8 KP	24.8 KP / 38.1 KP	38.1 KP / 39.9 KP	39.9 KP / 43.8 KP	43.8 KP / 45.4 KP	45.4 KP / 50.9 KP	50.9 KP / 73.7 KP	73.7 KP / 83.4 KP	84.3 KP / 87.5 KP	87.5 KP / 89.2 KP	89.2 KP / 95.6 KP	95.6 KP / 97.4 KP
Length (MI/KM)	15.4 MI / 24.8 KM	8.3 MI / 13.4 KM	1.1 MI / 1.8 KM	2.4 MI / 3.9 KM	1.0 MI / 1.6 KM	3.4 MI / 5.5 KM	14.2 MI / 22.9 KM	6.0 MI / 9.7 KM	2.0 MI / 3.2 KM	1.0 MI / 1.6 KM	4.0 MI / 6.4 KM	1.1 MI / 1.8 KM
Rural / Urban	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	URBAN	URBAN	URBAN	URBAN	URBAN
Terrain	MTNS	ROLLING	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	60.0 / 60.0 FT	60.0 / 60.0 FT	60.0 / 110.0 FT	60.0 / 146.0 FT	80.0 / 85.0 FT	60.0 / 110.0 FT	60.0 / 100.0 FT	110.0 / 110.0 FT	240.0 / 240.0 FT	240.0 / 240.0 FT	240.0 / 240.0 FT	240.0 / 240.0 FT
ROW: Range Existing (M)	18.3 / 18.3 M	18.3 / 18.3 M	18.3 / 33.5 M	18.3 / 44.5 M	24.4 / 25.9 M	18.3 / 33.5 M	18.3 / 30.5 M	33.5 / 33.5 M	73.2 / 73.2 M	73.2 / 73.2 M	73.2 / 73.2 M	73.2 / 73.2 M
Median Range (FT)	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	24.0 / 24.0 FT	60.0 / 84.0 FT	84.0 / 84.0 FT	60.0 / 60.0 FT	60.0 / 70.0 FT
Median Range (M)	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	7.3 / 7.3 M	18.3 / 25.6 M	25.6 / 25.6 M	18.3 / 18.3 M	18.3 / 21.3 M
Shoulder Range (FT)	0.0 / 0.0 FT	2.0 / 2.0 FT	4.0 / 4.0 FT	8.0 / 8.0 FT	6.0 / 8.0 FT	6.0 / 8.0 FT	2.0 / 8.0 FT	8.0 / 10.0 FT	10.0 / 10.0 FT	10.0 / 10.0 FT	10.0 / 10.0 FT	10.0 / 10.0 FT
Shoulder Range (M)	0.0 / 0.0 M	0.6 / 0.6 M	1.2 / 1.2 M	2.4 / 2.4 M	1.8 / 2.4 M	1.8 / 2.4 M	0.6 / 2.4 M	2.4 / 3.0 M	3.0 / 3.0 M	3.0 / 3.0 M	3.0 / 3.0 M	3.0 / 3.0 M
Lane Width (FT/M)	9.0 FT / 2.7 M	10.0 FT / 3.0 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	60 FT / 18.3 M	110 FT / 33.5 M	110 FT / 33.5 M	146 FT / 44.5 M	110 FT / 33.5 M	146 FT / 44.5 M	110 FT / 33.5 M	134 FT / 40.8 M	240 FT / 73.2 M	240 FT / 73.2 M	240 FT / 73.2 M	240 FT / 73.2 M
Facility: Existing	2C	2C	2C	2C	4C	2C	2C	4C	4F	4F	6F	4F
2030 Concept	2C(I)**	2C(I)**	2C(I)**	2C(I)**	4C	2C(I)**	4C	6C	6F+AUX	6F	6F	6F
UTC	2C(I)**	2C(I)**	2C(I)**	4C	4C	4F	4F	8F	6F+AUX	8F	8F	8F
LOS: 2004	B	B	B	C	A	D	D	F	F	E	C	C
2015 / 2030	C / C	B / C	B / C	C / D	A / B	D / E	D / E	F / F	F / F	F / F	E / F	F / F
2030 Concept	C	C	C	C	C	C	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	N/A	N/A	2030	N/A	2004	2030	2004	2004	2004	2015	2015
Project in STIP/RTP (Y/N)	NO	YES	YES	YES	NO	YES	YES	YES	YES	NO	NO	NO
LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A	N/A	B*	F+	F +	F+	N/A*	E+
Directional Split (Peak Hour)	52/48	52/48	57/43	60/40	59/41	56/44	55/45	53/47	52/48	54/46	54/46	54/46
AADT: 2004	300	800	3,500	4,700	5,600	7,400	11,400	38,400	76,000	71,000	70,800	27,500
2015 / 2030	600 / 1,000	1,100 / 1,600	4,400 / 5,500	6,000 / 7,800	7,400 / 9,900	10,900 / 15,900	14,700 / 19,200	46,500 / 56,100	95,000 / 118,600	90,900 / 117,200	94,200 / 125,300	39,300 / 56,100
Peak Hour: 2004	50	170	530	700	1,000	1,110	1,140	2,110	4,180	3,900	4,250	2,900
2015 / 2030	90 / 170	240 / 350	660 / 830	900 / 1,160	1,330 / 1,770	1,630 / 2,390	1,470 / 1,920	2,550 / 3,080	5,230 / 6,520	4,990 / 6,440	5,650 / 7,520	4,150 / 5,920
% Trucks: AADT / Peak Hour	50 / 42 %	50 / 42 %	44 / 37 %	40 / 35 %	40 / 32 %	37 / 30 %	34 / 37 %	27 / 7 %	18 / 15 %	18 / 15 %	22 / 17 %	33 / 25 %

Transportation Concept Report

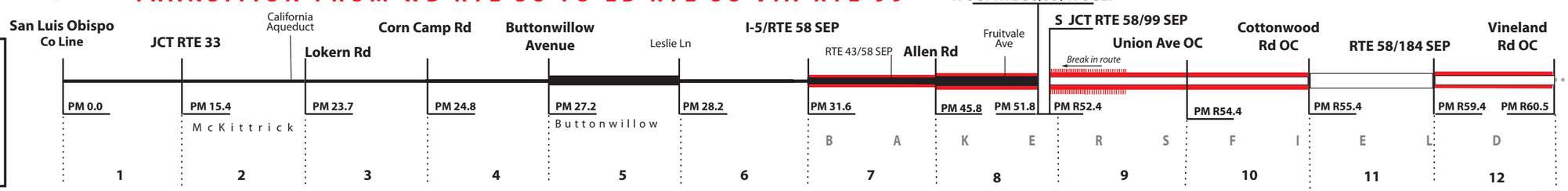
State Route 58

TRANSITION FROM WB RTE 58 TO EB RTE 58 VIA RTE 99

SUMMARY CHART 1-B

LEGEND

Existing Lanes
Existing and Auxiliary Lanes
Planned or Programmed by 2030
Convert existing expressway to freeway.
Auxiliary Lanes
Through Lanes.
Conventional
Expressway
Freeway
Number of Lanes 2 4 6
* Length of Segments on this bar chart are Not To Scale



Segment: Is self-explanatory except for several data sets:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Trasnportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accomodate STAA trucks. Other designations i.e., California Legal offer more limited access.

Scenic: : A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

Biological/Historical Resource Sensitivity: Indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12
County / Route	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58
Description Begin	SAN LUIS OBISPO CO LINE	JCT RTE 33	LOKERN RD	CORN CAMP RD	0.1 MI W OF BUTTONWILLOW	LESLIE LANE	INTERSTATE 5/58 SEP	0.3 MI W OF ALLEN RD	S JCT RTE 99/58 SEP	UNION AVE OC	COTTONWOOD RD UC	RTE 58/184 SEP
Description End	JCT RTE 33	LOKERN RD	CORN CAMP RD	0.1 MI W OF BUTTONWILLOW	LESLIE LANE	INTERSTATE 5/RTE58 SEP	0.3 MI W OF ALLEN RD	N JCT RTE 99/58/178 SEP	UNION AVE OC	COTTONWOOD RD UC	RTE 58/184 SEP	VINELAND RD OC
Postmile Limits Begin/End	0.0 / 15.4	15.4 / 23.7	23.7 / 24.8	24.8 / 27.2	27.2 / 28.2	28.2 / 31.6	31.6 / 45.8	45.8 / 51.8	R52.4 / R54.4	R54.4 / R55.4	R55.4 / R59.4	R59.4 / R60.5
Kilopost Limits Begin/End	0.0 KP / 24.8 KP	24.8 KP / 38.1 KP	38.1 KP / 39.9 KP	39.9 KP / 43.8 KP	43.8 KP / 45.4 KP	45.4 KP / 50.9 KP	50.9 KP / 73.7 KP	73.7 KP / 83.4 KP	84.3 KP / 87.5 KP	87.5 KP / 89.2 KP	89.2 KP / 95.6 KP	95.6 KP / 97.4 KP
Length (MI/KM)	15.4 MI / 24.8 KM	8.3 MI / 13.4 KM	1.1 MI / 1.8 KM	2.4 MI / 3.9 KM	1.0 MI / 1.6 KM	3.4 MI / 5.5 KM	14.2 MI / 22.9 KM	6.0 MI / 9.7 KM	2.0 MI / 3.2 KM	1.0 MI / 1.6 KM	4.0 MI / 6.4 KM	1.1 MI / 1.8 KM
Functional Classification	Major Arterial	Major Arterial	Major Arterial	Major Arterial	Major Arterial	Major Arterial	Major Arterial	Major Arterial	Principal Arterial in urban area (P1M)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)
National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	YES	YES	YES	YES	YES	YES
Freeway/Expressway System (Y/N)	NO	NO	NO	NO	NO	NO	YES	YES	YES	YES	YES	YES
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	YES	YES	YES	YES
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	NO	NO	NO	NO	NO	NO	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	A	CL	CL	CL	CL	CL	CL, TA	TA	NN	NN	NN	NN
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	YES	YES	YES	YES
General Plan/RTP LOS Standard	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY
Bike Use Allowed (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	NO	NO	NO	NO
Biological Resource Sensitivity (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Historical Resources Present (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

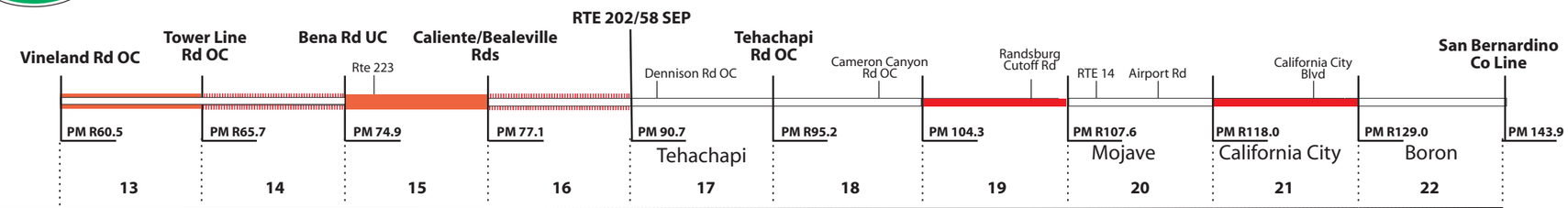
Transportation Concept Report

State Route 58

SUMMARY CHART 2-A

LEGEND

Existing Lanes
Existing and Auxiliary Lanes
Planned or Programmed by 2030
Convert existing expressway to freeway.
Auxiliary Lanes
Through Lanes.
Conventional
Expressway
Freeway
Number of Lanes 2 4 6
* Length of Segments on this bar chart are Not To Scale



Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2004) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: Signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: Shows the percent of trucks for AADT and Peak Hour.

* Concept Facility meets the Concept LOS

** 2-lane conventional improvements, i.e., turn lanes, signals, passing lanes, etc

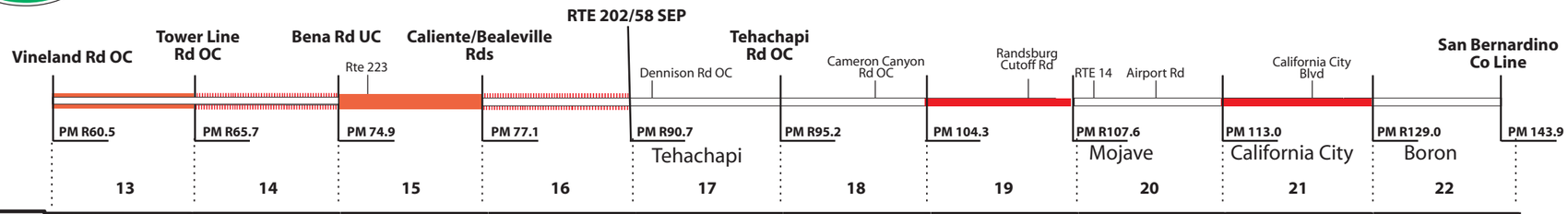
+ Deficient - Concept facility does not meet Concept LOS.

99P^ Median width 100 feet or greater, with or without variance.

SEGMENT	13	14	15	16	17	18	19	20	21	22
County / Route	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58
Description Begin	VINELAND RD OC	TOWER LINE RD OC	0.7 MI E OF BENA RD UC	CALIENTE/BEALEVILLE RDS	RTE 202/58 SEP	TEHACHAPI RD OC	2.7 MI E OF CAMERON CANYON RD OC	4 MI W OF NORTH JCT RTE 14	4.2 MI E. OF AIRPORT RD	1.4 MI E OF CALIFORNIA CITY BLVD
Description End	TOWER LINE RD OC	0.7 MI E OF BENA RD UC	CALIENTE/BEALEVILLE RDS	RTE 202/58 SEP	TEHACHAPI RD OC	2.7 MI E OF CAMERON CANYON RD OC	4 MI W OF NORTH JCT RTE 14	4.2 MI E OF AIRPORT RD	1.4 MI E OF CALIFORNIA CITY BLVD	SAN BERNARDINO CO LINE
Postmile Limits Begin/End	R 60.5 / R 65.7	R 65.7 / 74.9	74.9 / 77.1	77.1 / R 90.7	R 90.7 / R 95.2	R 95.2 / 104.3	104.3 / R 107.6	R 107.6 / R 118.0	R 118.0 / R 129.0	R 129.0 / R 143.9
Kilopost Limits Begin/End	97.4 KP / 105.7 KP	105.7 KP / 120.5 KP	120.5 KP / 124.1 KP	124.1 KP / 146.0 KP	146.0 KP / 153.2 KP	153.2 KP / 167.8 KP	167.8 KP / 173.2 KP	173.2 KP / 189.9 KP	189.9 KP / 207.6 KP	207.6 KP / 231.6 KP
Length (MI/KM)	5.2 MI / 8.4 KM	9.2 MI / 14.8 KM	2.2 MI / 3.5 KM	13.6 MI / 21.9 KM	4.5 MI / 7.2 KM	9.1 MI / 14.6 KM	3.3 MI / 5.3 KM	10.4 MI / 16.7 KM	11.0 MI / 17.7 KM	14.9 MI / 24.0 KM
Rural / Urban	RURAL	RURAL	RURAL	RURAL	URBAN	RURAL	RURAL	RURAL	RURAL	RURAL
Terrain	LEVEL	MTNS	MTNS	MTNS	ROLLING	ROLLING	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	214.0 / 214.0 FT	200.0 / 200.0 FT	200.0 / 200.0 FT	225.0 / 225.0 FT	200.0 / 200.0 FT	190.0 / 194.0 FT	200.0 / 200.0 FT	200.0 / 200.0 FT	300.0 / 300.0 FT	300.0 / 300.0 FT
ROW: Range Existing (M)	65.2 / 65.2 M	61.0 / 61.0 M	61.0 / 61.0 M	68.6 / 68.6 M	61.0 / 61.0 M	57.9 / 59.1 M	61.0 / 61.0 M	61.0 / 61.0 M	91.4 / 91.4 M	91.4 / 91.4 M
Median Range (FT)	70.0 / 70.0 FT	16.0 / 36.0 FT	16.0 / 22.0 FT	16.0 / 22.0 FT	46.0 / 46.0 FT	10.0 / 46.0 FT	10.0 / 22.0 FT	12.0 / 22.0 FT	14.0 / 99P^ FT	99P^ / 99P^ FT
Median Range (M)	21.3 / 21.3 M	4.9 / 11.0 M	4.9 / 6.7 M	4.9 / 6.7 M	14.0 / 14.0 M	3.0 / 14.0 M	3.0 / 6.7 M	3.7 / 6.7 M	4.3 / 30.2 M	30.2 / 30.2 M
Shoulder Range (FT)	10.0 / 10.0 FT	10.0 / 10.0 FT	10.0 / 10.0 FT	10.0 / 10.0 FT	10.0 / 10.0 FT	4.0 / 10.0 FT	4.0 / 8.0 FT	4.0 / 8.0 FT	8.0 / 10.0 FT	8.0 / 10.0 FT
Shoulder Range (M)	3.0 / 3.0 M	3.0 / 3.0 M	3.0 / 3.0 M	3.0 / 3.0 M	3.0 / 3.0 M	1.2 / 3.0 M	1.2 / 2.4 M	1.2 / 2.4 M	2.4 / 3.0 M	2.4 / 3.0 M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	214 FT / 65.2 M	200 FT / 61.0 M	200 FT / 61.0 M	225 FT / 68.6 M	200 FT / 61.0 M	194 FT / 59.1 M	200 FT / 61.0 M	200 FT / 61.0 M	300 FT / 91.4 M	300 FT / 91.4 M
Facility: Existing	4F	4F	4E	4F	4F	4F	4E	4F	4E	4F
2030 Concept	6F	4F+AUX	6F	4F+AUX	4F	4F	4F	4F	4F	4F
UTC	6F	6F+AUX	6F	6F+AUX	6F	6F	6F	6F	6F	6F
LOS: 2004	B	B	B	C	B	B	A	A	A	A
2015 / 2030	C / F	E / F	F / F	F / F	D / F	C / E	A / A	B / C	A / B	A / B
2030 Concept	C	C	C	C	C	C	C	C	C	C
Deficiency/Year Deficient	2030	2015	2015	2015	2015	2030	N/A	N/A	N/A	N/A
Project in STIP/RTP (Y/N)	NO	YES	YES	YES	YES	NO	NO	NO	YES	YES
LOS W/ Concept Improvement	D+	E+	F+	F+	N/A	N/A	A*	N/A	B*	N/A
Directional Split (Peak Hour)	54/46	54/46	54/46	54/46	54/46	54/46	54/46	57/43	57/43	57/43
AADT: 2004	22,900	19,500	20,400	20,700	18,900	18,100	17,800	13,400	19,100	14,200
2015 / 2030	43,100 / 80,600	36,900 / 69,600	37,900 / 70,600	39,100 / 74,100	31,200 / 51,400	29,500 / 48,300	19,900 / 22,400	18,000 / 24,100	26,400 / 36,500	19,700 / 27,700
Peak Hour: 2004	1,240	1,050	1,100	1,490	1,470	1,300	1,280	1,210	1,260	850
2015 / 2030	2,330 / 4,360	1,980 / 3,750	2,050 / 3,810	2,820 / 5,330	2,430 / 4,000	2,120 / 3,470	1,430 / 1,610	1,620 / 2,180	1,740 / 2,410	1,180 / 1,660
% Trucks: AADT / Peak Hour	33 / 25 %	33 / 25 %	39 / 30 %	30 / 30 %	39 / 30 %	39 / 30 %	39 / 30 %	38 / 30 %	40 / 30 %	40 / 30 %

LEGEND

Existing Lanes
Existing and Auxiliary Lanes
Planned or Programmed by 2030
Convert existing expressway to freeway.
Auxiliary Lanes
Through Lanes.
Conventional
Expressway
Freeway
Number of Lanes: 2, 4, 6
* Length of Segments on this bar chart are Not To Scale



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IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

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Scenic: : A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal faclities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

Biological/Historical Resource Sensitivity: Indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

SEGMENT	13	14	15	16	17	18	19	20	21	22
County / Route	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58
Description Begin	VINELAND RD OC	TOWER LINE RD OC	0.7 MI E OF BENA RD UC	CALIENTE/BEALEVILLE RDS	RTE 202/58 SEP	TEHACHAPI RD OC	2.7 MI E OF CAMERON CANYON RD OC	4 MI W OF NORTH JCT RTE 14	4.2 MI E. OF AIRPORT RD	1.4 MI E OF CALIFORNIA CITY BLVD
Description End	TOWER LINE RD OC	0.7 MI E OF BENA RD UC	CALIENTE/BEALEVILLE RDS	RTE 202/58 SEP	TEHACHAPI RD OC	2.7 MI E OF CAMERON CANYON RD OC	4 MI W OF NORTH JCT RTE 14	4.2 MI E OF AIRPORT RD	1.4 MI E OF CALIFORNIA CITY BLVD	SAN BERNARDINO CO LINE
Postmile Limits Begin/End	R60.5 / R65.7	R65.7 / 74.9	74.9 / 77.1	77.1 / R90.7	R90.7 / R95.2	R95.2 / 104.3	104.3 / R107.6	R107.6 / R118.0	R118.0 / R129.0	129.0 / 143.9
Kilopost Limits Begin/End	97.4 KP / 105.7 KP	105.7 KP / 120.5 KP	120.5 KP / 124.1 KP	124.1 KP / 146.0 KP	146.0 KP / 153.2 KP	153.2 KP / 167.8 KP	167.8 KP / 173.2 KP	173.2 KP / 189.9 KP	189.9 KP / 207.6 KP	207.6 KP / 231.6 KP
Length (MI/KM)	5.2 MI / 8.4 KM	9.2 MI / 14.8 KM	2.2 MI / 3.5 KM	13.6 MI / 21.9 KM	4.5 MI / 7.2 KM	9.1 MI / 14.6 KM	3.3 MI / 5.3 KM	10.4 MI / 16.7 KM	11.0 MI / 17.7 KM	14.9 MI / 24.0 KM
Functional Classification	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System (NHS) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	NN	NN	NN	NN	NN	NN	NN	NN	NN	NN
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	Eligible	Eligible
ICES (Intermodal Corridor of Economic Significance) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
General Plan/RTP LOS Standard	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY
Bike Use Allowed (Y/N)	NO	NO	YES	YES	YES	YES	YES	NO	YES	YES
Biological Resource Sensitivity (Y/N)	NO	YES	YES	NO	YES	NO	NO	YES	YES	YES
Historical Resources Present (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

VII. A Review of Route 58 Performance: Current and Future

A comparison of the current and future operating traffic LOS to the designated Route Concept LOS is a way of measuring the existing and future performance levels on a State highway. For purposes of this review, a segment on State Route 58 is deficient when it operates below the designated Route Concept LOS of C or D.

As of the year 2004, Route 58 is operating at LOS C or better west of I-5 with the exception of the section east of Buttonwillow (Segment 6). From I-5 to the east of Bakersfield (Segments 7-12), Route 58 LOS ranges from LOS B to F.

Route 58 is operating mostly at LOS A or B east of Bakersfield to the end of the route. By the years 2015 and 2030, the LOS will deteriorate on all segments due to the interregional and statewide travel growth on Route 58.

The route will operate mostly at F in the urban areas by the year 2030 with no improvements. In the rural areas the route will operate between LOS B and E west of SR 99. Between Bakersfield and Tehachapi the route will operate at mostly LOS F. East of Tehachapi the route will operate mostly at LOS C or better.

By 2030 the LOS will not meet the designated Route Concept LOS C for Segments 4, 6, 13, 14, 15, 16, 17, and 18, and the designated Route Concept LOS D for Segments 7, 8, 9, 10, 11 and 12. The exceptions will be near Buttonwillow (Segments 1-3, 5), and near Mojave (Segments 19-22).

These identified segments should continue to meet their designated Route Concept LOS through 2030. Segment 7 which spans from I-5 to Allen Rd and Segment 19, which is several miles west of the Mojave, will meet the Concept LOS with improvements. Segment 21 east of Mojave will also meet standards.

The segments that will not meet the Concept LOS with improvements are Segments 8, 9, 10, 12, 13 in urban Bakersfield and 14, 15, 16 near Tehachapi.

Much of the Route 58 freeway and expressway construction from Bakersfield to Tehachapi occurred during the early 1970s. The Mojave Freeway construction (6-lane freeway) was completed in December 2003.

This project vastly improves the level of service through the Mojave area. It specifically decreases congestion in downtown Mojave. This 4-lane section of the freeway stretches for 10 miles, starting five miles northwest of Mojave, crossing Route 14 northeast of Mojave, and reconnecting with business 58 five miles east of Mojave.

A major deficiency in the Route 58 system exists within Bakersfield's metropolitan transportation system. The route does not adequately serve east-west movement due to congested stop-and-go traffic and truck congestion.

Bakersfield's rapid population growth rate, particularly west of Route 99, has added to traffic congestion on the route. This is also true for interregional and statewide traffic projections as the state population increases.

The City of Bakersfield, Kern County, and Caltrans are collectively addressing this deficiency through several potential projects, as shown below:

1. SHORT-TERM: Widening Rosedale Highway west of Route 99 to 4 or 6 lanes.

2. LONGER-TERM: Under the auspices of the Bakersfield Systems Study (2001), the Westside Parkway will be planned and constructed south of Route 58 as part of the proposed Centennial Corridor, which will make an eastbound connection with existing Route 178. This will divert traffic from Route 58.

3. A route adoption study is proposed for a new Route 58 freeway alignment to help improve east-west mobility on the route. This would extend from Interstate 5 to connect with existing Route 58 or at another location. One of the proposed alignments are shown on the detailed maps for segments 1-12.

4. Environmental justice and "livable communities" issues may be particularly important within the Bakersfield metropolitan area.

These issues need to be a part of any planned or future route facility. Within the metropolitan area, improvements to Route 58 will also need to consider beautification issues that impact the surrounding community.

The 1992 District System Management Plan (DSMP) relates to Route 58 on pertinent transportation issues.

Specific DSMP issues include the following:

(1) financing of transportation improvements
(2) environmental impacts of transportation activities
(3) goods movement
(4) lack of adequate east-west travel corridors
(5) incorporating advanced technologies in implementation of strategies

Route 58 is an important shipping lane for goods and materials with truck percentage AADT between 18 to 50%.

From the Route 58/99/178 interchange to the San Bernardino County line, it is part of the National Network (STAA Network).

Truck traffic and goods movement on the route may have difficulty in travel due to the following reasons:

(1) traffic congestion
(2) 2-lane conventional highways
(3) narrow shoulders
(4) queuing problems
(5) north 58/99/178 junction gap with the south 58/99 junction; other problems are caused by an increase in need to move goods on the east-west corridor of Route 58

Truck traffic on Route 58 is interrupted by signals within the Bakersfield urban area west of Route 99. The route will require more capacity and operational improvements in order to accommodate increased goods movement, including a potential bypass to divert truck traffic.

Air quality standards have an impact on SR 58 transportation decisions. State and federal regulations govern air quality standards.

These air quality regulations govern emissions and other factors. The Route 58 corridor for Kern County is located in two air pollution control basins: San Joaquin and Kern Air Basins.

See the following pages for Section VIII. Planned and Programmed Improvements to Route 58.

VIII. Planned and Programmed Improvements to Route 58

The following tables show both the planned and programmed projects for Route 58 over the next 25 years. The planned projects include *candidate* projects for both the STIP and SHOPP, as well as ITSP and RTP projects. The programmed projects include *actual* projects in the STIP or SHOPP that are partially or fully funded. STIP projects are capacity-increasing only and SHOPP projects indicate maintenance, safety, and operational improvements.

The table shows:

1. The specific segment.

2. Route 58 Planned Projects-the listing document (RTP, ITSP, STIP Candidate, or SHOPP Candidate), description of the project, and known pertinent data.

3. Route 58 Programmed Projects-the listing document (STIP, SHOPP) description of the project, and projected begin and completed construction dates.

Project scope and technical data are for general informational purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 445-5232.

Segment PM/KP From/To	SR 58 Planned Projects	SR 58 Programmed Projects
2 KERN PM 15.4 - 23.7/KP 24.7 - 38.1 JCT RTE 33 to LOKERN RD	**2004 SHOPP Candidate:** KER 58 PM 21.7 - 27.2, KP 34.9 - 43.8 Near Buttonwillow Lokern Pump Station to 0.1 mi west of Buttonwillow Avenue: *Cold Plane and Overlay (CAPM) (2006/2007)*	There are no projects currently programmed for this segment.
3 KERN PM 23.7 - 24.8/KP 38.1 - 39.9 LOKERN RD To CORN CAMP RD	**2004 SHOPP Candidate:** KER 58 PM 21.7 – 27.2, KP 34.9 - 43.8 Near Buttonwillow Lokern Pump Station to 0.1 mi west of Buttonwillow Avenue: *Cold Plane and Overlay (CAPM) (2006/2007)*	There are no projects currently programmed for this segment.
4 KERN PM 24.8 - 27.2/KP 39.9 - 43.7 CORN CAMP RD To 0.1 MI W OF BUTTONWILLOW	**2004 SHOPP Candidate:** KER 58 PM 21.7- 27.2, KP 34.9 - 43.8 Near Buttonwillow Lokern Pump Station to 0.1 mi west of Buttonwillow Avenue: *Cold Plane and Overlay (CAPM) (2006/2007)*	There are no projects currently programmed for this segment.

Segment PM/KP From/To	SR 58 Planned Projects	SR 58 Programmed Projects
7 KERN PM 31.6 - 45.8/KP 50.8 - 73.7 INTERSTATE 5/RTE 58 SEP to 0.3 MI W OF ALLEN RD	**2004 RTP:** KER 58 PM 40.0 - 45.0, KP R64.4 - 72.4 Near Bakersfield from SR 43 to Renfro Rd: *2-lane conventional highway to 4-lane conventional highway (2008/2013)* **2006 STIP Candidate:** KER 58 PM 31.5 – 51.8, KP 50.7 – 83.4 From JCT 58/I-5 to JCT 58/99/178 SEP: *Route Adoption Study: (Future)*	There are no projects currently programmed for this segment.
8 KERN PM 45.8 - 51.8/KP 73.7 - 83.3 0.3 MI W OF ALLEN RD to N JCT RTE 99/58/178 SEP	**2006 STIP Candidate:** KER 58 PM 31.5 – 51.8, KP 50.7 – 83.4 From JCT 58/I-5 to JCT 58/99/178 SEP: *Route Adoption Study: (Future)* **2006 STIP Candidate:** KER 58 PM 46.1 – 51.8, KP 50.7 – 83.4 From Allen Rd to JCT 58/99/178 SEP: *4-lane conventional highway to 6-lane conventional highway (Future)*	There are no projects currently programmed for this segment.
9 KERN PM R52.4 - R54.4/KP 83.3 - 87.5 S JCT RTE 99/58 SEP to UNION AVE OC	**2004 SHOPP Candidate:** KER 58 PM 52.6 - 53.3, KP 84.7 – 85.8 On SR 58 at SR 99 Connector to the "H" St off ramp: *Construct 3 auxiliary lanes (2010-2011)* **2004 RTP:** KER 58 PM R52.4 – R55.4, KP 84.3 - 89.15, From Route 99 to Cottonwood Rd: *4-lane freeway to 6-lane freeway (Beyond 2030)* **2004 RTP:** KER 58 PM 56.4, KP 90.76, From Mount Vernon Ave/SR 58 intersection to KER 99 PM 30.38, KP 48.89, near 7th Standard Rd: *Construct freeway (Beyond 2030)*	There are no projects currently programmed for this segment.

Segment PM/KP From/To	SR 58 Planned Projects	SR 58 Programmed Projects
10 KERN PM R54.4 - R55.4/KP 87.5 - 89.1 UNION AVE OC to COTTONWOOD RD UC	**2004 RTP:** KER 58 PM R52.4 – R55.4, KP 84.3 - 89.15, From Rout e 99 to Cottonwood Rd: *4-lane freeway to 6-lane freeway (Beyond 2030)* **2004 RTP:** KER 58 PM 56.4, KP 90.76, From Mount Vernon Ave/SR 58 intersection to KER 99 PM 30.38, KP 48.89, near 7th Standard Rd: *Construct freeway (Beyond 2030)*	There are no projects currently programmed for this segment.
11 KERN PM R55.4 - R59.4 KP 89.1 – 95.5 COTTONWOOD RD UC to RTE 58/184 SEP	**2004 RTP:** KER 58 PM 56.4, KP 90.76, From Mount Vernon Ave/SR 58 intersection to KER 99 PM 30.38, KP 48.89, near 7th Standard Rd: *Construct freeway (Beyond 2030)*	There are no projects currently programmed for this segment.
14 KERN PM R65.7 - 74.9 KP 105.7 - 120.5 TOWER LINE RD OC to 0.7 MI E OF BENA RD UC	**2004 SHOPP Candidate:** KER 58 PM 71.9 – 74.0, KP 115.7 – 119.1 Near two sections on EB SR 58 between Gen Beale Rd and Bena Rd: *Construct truck climbing lanes (2009-2010)*	**2002 SHOPP:** KER 58 PM 67.0 - 77.3, KP 107.8 -124.4 0.3 miles west of Caliente Creek Bridge to Bear Mountain Ranch: *Cold planing, Replace PCC, AC overlay, Concrete median barrier* *Begin Construction: 2005/2006 Complete Construction: 2007/2008*
15 KERN PM 74.9 - 77.1 KP 120.5 - 124.0 0.7 MI E OF BENA RD UC to CALIENTE/BEALEVILLE RDS	There are no projects currently planned for this segment.	**2002 SHOPP:** KER 58 PM 67.0 - 77.3, KP 107.8 -124.4 0.3 miles west of Caliente Creek Bridge to Bear Mountain Ranch: *Cold planing, Replace PCC, AC overlay, Concrete median barrier* *Begin Construction: 2005/2006 Complete Construction: 2007/2008*
16 KERN PM 77.1 - R90.7/ KP 124.0 - 145.9 CALIENTE/BEALEVILLE RDS to RTE 202/58 SEP	**2000 ITSP:** KER 58 PM 77.0 - 86.5, KP 123.9 - 139.2 From Caliente/Bealeville Rds to Broome Road: *Auxiliary and truck climbing lanes (1998-2008)*	**2002 SHOPP:** KER 58 PM 82.7 - 87.0, KP 133.1- 140.1 Bridge BOH 50-44 to JCT 202 SEP: *Construct concrete median barrier* *Begin Construction: 2005/2006 Complete Construction: 2006/2007*

Segment PM/KP From/To	SR 58 Planned Projects	SR 58 Programmed Projects
17 KERN PM R90.7 – R95.2/ KP 145.9 - 153.2 RTE 202/58 SEP to TEHACHAPI RD OC	**2004 RTP:** KER 58 PM R92. - PM R93.2, KP R148.2 - R150.0 In Tehachapi at Dennison Rd: *Widen Structure and add ramps (2007-2009)*	**2002 STIP:** KER 58 PM R92.1 - PM R93.2, KP R148.2 - R150.0 In Tehachapi at Dennison Rd: *Replace OC with 4-lane OC and construct partial cloverleaf interchange* *Begin construction: 2006/2007 Complete construction: 2008/2009*
18 KERN PM R95.2 – 104.3/ KP 153.2 - 167.8 URBAN BOUNDARY OF TEHACHAPI to 2.7 MI E OF CAMERON RD OC	**2000 ITSP:** KER 58 PM R101.5 – R107.0, KP R163.3 - R172.2 From Cameron Rd to Randsburg Cutoff: *Upgrade to freeway standards, 4 lane expressway to 4 lane freeway (1998-2008)*	There are no projects currently programmed for this segment.
19 KERN PM 104.3 – R107.6/ KP 167.8 - 173.1 2.7 MI E OF CAMERON RD OC to 4 MI W OF NORTH JCT RTE 14	**2000 ITSP:** KER 58 PM 101.5 – 107.0, KP 163.3 - 172.2 From Cameron Rd to Randsburg Cutoff: *Upgrade to freeway standards, 4 lane expressway to 4 lane freeway (1998-2008)*	There are no projects currently programmed for this segment.
21 KERN PM R118.0 - R129.0/ KP 189.9 - 207.5 S JCT RTE 14 E to 1.4 MI E OF CALIFORNIA CITY BLVD	**2004 RTP:** KER 58 PM R126.6 - PM R128.8, KP R203.7 - R207.3 south of California City from 1mi west of California City Blvd to 1 mi east of California City Blvd: *Construct interchange (2008/2013)* **2000 ITSP:** KER 58 PM 118.0 – 127.6, KP 189.9 - 205.4 from 4.2 miles east of Airport Road to California City Blvd: *Close gap 4E to 4F (2009-2020)*	There are no projects currently programmed for this segment.
22 KERN PM R129.0 – R143.9/ KP 207.5 - 231.6 To 1.4 MI E OF CALIFORNIA CITY BLVD to SAN BERNARDINO CO LINE	There are no projects currently planned for this segment.	**2002 SHOPP:** KER 58 PM R139, KP R223.8 At the Boron safety road side rest area *Rehab EB and WB safety roadside rest areas* *Begin Construction: 2005/2006 Complete Construction: 2007/2008*

Please see the Appendix for References, Glossary, and additional information on Intelligent Information Services (ITS), Transit, and Bicycle Facilities.

References
TCR SR 58

Kern Council of Governments (Kern COG)
1401 19th St, Suite 300
Bakersfield, CA 93301
(661) 861-2191

Air Quality District:

San Joaquin Valley Air Pollution Control District
1990 E Gettysburg Ave
Fresno, CA 93726
(559) 230-6000

Air Basin: San Joaquin Valley, Mojave Desert

Air Basin Determination:
Severe non-attainment for ozone and serious for PM^{10}. Contact the Air District for more information.

Transit Services:

For inquiries on transit services, please contact the respective MPO (listed above) for more information or refer to the Transit Services sheet in the Appendix for an overview of various transit services.

Traffic Accident Data:

Caltrans District 6
Office of Traffic Investigations
(559) 488-4123

Sources of Information - All Segments:

Traffic Congestion Relief Program, 2000
State Transportation Improvement Program (STIP), 1998, 2000, 2002
State Highway Operations and Protection Program (SHOPP), 1998, 2000, 2002
Interregional Improvement Track-Interregional Road System Plan (ITSP), 1998, 2000
Caltrans District 6 Bicycle Survey, 2003
Office of System Planning (559) 444-2500

Sources of Information - By County:

Kern County:
Kern County General Plan, 2004
Kern County Regional Transportation Plan, 2004
Intelligent Transportation System Early Deployment Plan (Kern Region), 1997

Glossary
Transportation Concept Report

AADT: (Average Annual Daily Traffic). This designation indicates the total daily traffic that is counted at a particular location or within a particular highway segment and then averaged out over one calendar year.

Access Control (or Controlled Access): The condition where the ability to access a state highway by owners or occupants of abutting land is fully or partially controlled by public authority. Also, see Classification of Roads.

Bicycle Facilities: Bicycle facilities within the state are classified into four categories:

- **Class 1 Bikeways (Bike Paths):** Bike Paths are separate *off-highway* facilities for the exclusive use of bicyclists and with cross flow by motorists minimized.
- **Class 2 Bikeways (Bike Lanes):** Bike Lanes are for preferential use by bicyclists and can be established within the paved area of state highways. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike lanes are separated from traffic lanes on California highways by the use of a painted stripe on the pavement and are designated as bike lanes by the use of white R81 (Bike Lane), R-81A (Begin) and R81-B (End) "regulatory" signs.
- **Class 3 Bikeways (Bike Routes):** Bike Route are shared facilities which serve either to (a) provide continuity to other bike facilities (usually a Class 1 or Class 2 bikeway); or (b) to designate a preferred route through a high demand corridor. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike Routes are not separated from traffic lanes but are designated as bike routes through the use of green G93 (Bike Route), G93A (Begin) and G93B (End) "guide" signs.
- **Shared Roadway (No Bikeway Designation):** Most bicycle travel on conventional state highways and streets occurs on facilities without any bikeway designations, signs or striping. Virtually all highways in use by bicyclists for inter-city and recreational travel fall under this "share-the-road" scenario.

CMS: (Changeable Message Sign). A CMS is a full-matrix display sign used on State highways to provide motorists with an advanced warning of major highway incidents and route diversion information. CMSs are capable of displaying a variety of character heights and up to three lines of text. CMSs play increasingly important roles on State highways by improving operations and safety.

Classification of Roads:

- **Conventional (C):** A highway without access control, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. Example: 2C = 2 lane conventional highway.
- **Expressway (E):** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections. Example: 4E = 4 lane expressway (note: 2 lane expressways are not common).
- **Freeway (F):** A highway to which the owners of abutting lands have no right or easement of access to or from their abutting lands. Access is controlled or restricted to interchanges and with grade separation at all intersections. Example: 6F = 6 lane freeway.
- **Functional Classification:** Guided by Federal legislation, functional classification refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, e.g., Principal Arterial, Minor Arterial, Collector, Local, etc.

Contract Phasing:

- **Begin Construction:** This is the phase when the contract for construction is approved and construction begins.
- **Complete Construction:** This is the phase when the completion of the construction contract occurs.

COG: See RTPA

Glossary
Transportation Concept Report

CTC: (California Transportation Commission). The California Transportation Commission (CTC) was established in1978 by Assembly Bill 402 (Chapter 1106, Statutes of 1977) out of a growing concern for a single, unified California transportation policy. The Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission also advises and assists the Secretary of Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is also an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the State's transportation needs.

Density: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. Also see **V/C.**

Facility:
- **Concept Facility:** A highway facility type and characteristic considered viable without improvement within the 25 year planning period given financial, environmental, planning and engineering factors.
- **Present Facility:** Highway type and general characteristics in place at the time of the development of a TCR.

FTIP: See Project Programming

ICES: (Intermodal Corridor of Economic Significance). Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

ITMS: (Intermodal Transportation Management System). A performance-based decision support system operating on a personal computer which allows "alternatives analysis" through the use of performance measures. ITMS incorporates intermodal system elements for freight and person movements using a spatial and attribute database thereby allowing management of transportation systems under existing and forecasted conditions. ITMS provides a new intermodal-planning tool using a common statewide data set for state and local transportation planners.

ITS: (Intelligent Transportation Systems). ITS refers to a wide variety of tools and techniques that focus on addressing transportation problems by improving the efficiency and safety of the existing transportation infrastructure. ITS works through the integration of high tech computing and information sharing.

ITSP: (Interregional Transportation Strategic Plan). The ITSP is a single document prepared by Caltrans to consolidate and communicate key elements of its ongoing long and short range planning. The ITSP serves as a counterpart to the Regional Transportation Plans (RTPs) prepared by the 43 Regional Transportation Planning Agencies (RTPAs) in California.

KP: (Kilo Post) See Post Mile

Lifeline Routes: See Route Designations

LOS: (Level of Service). Level of Service describes operating conditions a typical driver will experience on a typical day while driving on a particular facility. Like a report card, the LOS is defined in categories ranging from A-F. "A" represents the best traffic flow (low **v/c** ratio and delay, no impediments) through "F" representing the worse congestion (extremely high **v/c** ratio and delay, gridlock conditions).

MIS: (Major Investment Study). When the need for a major metropolitan transportation investment is identified and Federal funds are potentially involved, a major investment (corridor or sub-area) study is undertaken to develop or refine the plan. Upon completion, the MIS aids the area's Metropolitan

Planning Organization (MPO), in cooperation with any participating agencies, on the design concept and scope of the investment.

MPO: See RTPA

Multi-Modal: Pertaining to the use of more than one mode of travel such as private vehicles, taxis, bicycles, mass-transit, para-transit, light and heavy rail, ferries, airplanes etc.

NHS: See Route Designation

NTN: See Route Designation

Non-attainment (pertaining to air quality): Identifies non-attainment status for CO (carbon monoxide), Ozone, and PM (particulate matter) within the subject air basin.

Overcrossing: (O/C) See Structures, Types of

PM: (MilePost Marker, Postmile or KP (Kilo Post). An 8" x 48" metal post marker along a State highway indicating a location using the postmile or designation. This is the distance in miles (or kilometers, in the case of Kilo Post measurements) that the given location is from the county line measuring from the south to the north or from the west to the east. Postmiles ascend in the northerly and easterly directions as determined by the route. The PM marker also includes an abbreviation for the County wherein its located (i.e., in Caltrans District 6: FRE = Fresno, KER = Kern, KIN = Kings, TUL = Tulare, MAD = Madera). As such, a PM marker located along SR 99 and displaying "MAD" and "6.25" would indicate that you are currently located in Madera County at a point 6.25 miles north of the Fresno/Madera County Line.

PROJECT PROGRAMMING: Separate programming documents prepared and adopted for somewhat different purposes, are required under State and Federal law. Transportation programming is the public decision making process that sets priorities and funds projects envisioned in long range transportation plans. It commits expected revenues over a multi-year period to transportation projects. Programming schedules high priority capital outlay projects for development and implementation. Programming documents include Federal, State, Regional and Metropolitan Transportation Plans, e.g., FTIP, ITIP, RTIP, SHOPP, STIP.

- **FTIP:** (Federal Transportation Improvement Program). To apply for federal highway funding a Federal statute requires MPOs to complete a Transportation Improvement Program. The MPO prepares the FTIP in cooperation with its member agencies (cities), its transit operators, State and Federal agencies, and with public involvement. The FTIP must by law be financially constrained and include a financial plan that demonstrates how projects can be implemented while the existing transportation system is being adequately operated and maintained. The FTIPs are in actuality a listing of planned Federally funded capital improvements to the regions' transit systems along with associated Federal operating assistance program and Federal Statewide Transportation Improvement Program (FSTIP).

- **ITIP:** (Interregional Transportation Improvement Program). The ITIP is Caltrans' equivalent to the RTIP (Regional Transportation Improvement Program) and consists of STIP projects funded from the Interregional Program share, which is 25% of new STIP funding. Caltrans' ITIP may nominate projects to the STIP only for the Interregional Program. The ITIP should be based on a Strategic Plan for implementing the Interregional Program. The ITIP should describe how proposed projects relate to the Strategic Plan and how the Strategic Plan would implement the California Transportation Commission's objectives. The ITIP includes both State highway and rail projects (potentially including mass transit guideway and grade separation projects).

- **PSR:** (Project Study Report). A pre-programming document required for project inclusion in the STIP.

- **PSSR:** (Project Scope Summary Report). An engineering report used to select candidate projects to be programmed in the State Highway Operation Protection Program (SHOPP). SHOPP funds are used primarily for rehabilitation, resurfacing and safety projects on State highways.

- **RTIP:** (Regional Transportation Improvement Program). After consulting with Caltrans, each Regional Transportation Planning Agency (RTPA) and/or County Transportation Commission (CTC) must prepare and submit an RTIP for regions with urbanized areas. Some urbanized RTPAs coincide with the Federal Metropolitan Planning Organizations (MPOs). Each regional agency is required to adopt and submit its RTIP to the CTC and to Caltrans. The CTC will utilize the RTIP to consider projects to be included in the State Transportation Improvement Program (STIP). The funds are available for a broad array of transportation improvement projects, including improving State highways, local roads, public transit, inter-city rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, etc.

- **SHOPP:** (State Highway Operation Protection Program). The SHOPP is a four-year program limited to projects related to State highway safety and rehabilitation. SHOPP funds are for major transportation capital improvements that are necessary to preserve and protect the State highway system. The SHOPP does not include projects that increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g., traffic signalization) and roadside rest areas. Caltrans alone has full control of SHOPP funds.

- **STIP:** (State Transportation Improvement Program). Under California law, the STIP and SHOPP (State Highway Operations Protection Program) are the two primary documents through which the CTC commits and allocates funds to particular projects. In the year 2000 and thereafter, the STIP will be a four year plan with updates every two years. The STIP is a capital improvement program of transportation projects funded with revenues from the State Highway Account and other sources on and off the State highway system. The STIP includes a list of transportation projects, proposed in two broad programs, the regional program funded with 75% of new STIP funding and the interregional program funded from 25%. The STIP has two main funding components: the RIP (Regional Improvement Program), prepared by RTPAs and the IIP (Interregional Improvement Program) prepared by Caltrans.

ROW: (Right-of-Way). Denotes the *total* width allocated for a highway, including shoulders and adjacent land.

RCR: See TCR

Route Designations: Identifies whether or not the subject segment of a route is designated as being part of a system. Examples of systems include Freeway/Expressway System, Highways of Regional Significance, Interregional Highway System (IRRS), National Highway System (NHS), National Truck Network (NTN), and Terminal Access Route for the National Truck Network, Scenic Highway, or Strategic Highway Network (STRAHNET).

- **Freeway/Expressway System:** The Statewide system of highways declared by the Legislature to be essential to the future development of California. The F&E System has been constructed with a large investment of funds for the ability of control access, in order to ensure the safety and operational integrity of the highways.

- **IRRS:** (Interregional Road System) Caltrans developed an Interregional Road System Plan that identified projects which will provide the most adequate interregional road system to all economic centers in the State. IRRS is a series of Interregional State highway routes, outside the urbanized areas, that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. Due to the high number of routes and capacity improvements needed on the IRRS, the most critical IRRS routes were identified as *High Emphasis Routes*. High Emphasis Routes are a priority for programming and construction and are critically

important to interregional travel and the State as a whole. *Focus Routes* are a subset of the High Emphasis Routes. These routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standard in the 20 year period.

- **Lifeline Routes:** (Earthquake Emergency Response) A Lifeline Route is a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open immediately following a major earthquake, or for which pre-planning for detour and/or expeditious repair and reopening can guarantee through-movement. The focus is on highly critical routes that allow for the immediate movement of emergency equipment and supplies into a region or through a region.

- **NHS:** (National Highway System) The purpose of the NHS is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities. Additionally, such highways meet National defense requirements and serve to facilitate interstate and interregional travel. The NHS consists of 155,000 miles, (plus or minus 15 percent), of the major roads in the U.S. Included in the NHS are all interstate routes, a large percentage of urban and rural principal arterial, the defense strategic highway network, and strategic highway connectors.

- **NTN:** (National Truck Network) A list of truck route segments and their truck access designations (such as National Network (NN), Terminal Access, California Legal, Advisory, or Restricted) with each segment's beginning and ending post miles, and beginning and ending cross streets.

- **Regionally Significant:** A transportation corridor that serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. Such corridors, at minimum, would include all principal arterial highways and all fixed guideway transit facilities located within the region.

- **Scenic Highway:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. For a highway to be considered *Officially Designated* the local jurisdiction is required to develop and adopt protection measures in the form of ordinances to apply to the area of land within the scenic corridor. Additions and deletions to the list of highways eligible for scenic designation can only be made through legislative action.

- **STAA Truck:** In 1982, the Federal government passed the Surface Transportation Assistance Act (STAA). This act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). A STAA truck is, in many cases, longer than a "California legal" truck, and may operate only on specific highways in California.

- **STRAHNET:** (Strategic Highway Corridor Network) STRAHNET is a National system of public highways that are key elements in U.S. strategic policy. This network provides defense access, continuity, and emergency capabilities for movements of personnel and equipment during both peace time and war. STRAHNET is comprised of about 61,000 miles of highway, including the 45,400-mile system of Interstate and Defense Highways and 15,600 miles of other important public highways. STRAHNET "connectors" (about 1,700 miles) are additional highway routes linking over 200 important military installations and ports to the STRAHNET. Generally, these "connector" routes end at the port boundary or installation gate and are typically used only when moving personnel and equipment during a mobilization or deployment

- **Terminal Access Route:** Terminal Access (TA) routes are portions of State or local highways that Caltrans or a local government granted access to STAA trucks. The purpose of TA routes is to allow

STAA trucks (1) to travel between NN routes, (2) to reach a truck's operating facility, or (3) to reach a facility where freight originates, terminates, or is handled in the transportation process.

RTIP: See Project Programming

RTP: (Regional Transportation Plan) The RTP is a comprehensive 20 year plan for the region, updated every four years by the regional transportation planning agency (RTPA). The RTP includes goals, objectives, and policies and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) The RTPA is an association of city and county governments created to address regional transportation issues while protecting the integrity and autonomy of each jurisdiction. The RTPA serves as the forum for cooperative decision making by principal elected officials of general local government and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP). There are 43 RTPAs in California. In smaller counties, usually the County Transportation Commission; in urban counties, usually the Metropolitan Planning Organization (MPO) is the RTPA. RTPAs produce the RTIPs for the approval of the California Transportation Commission (CTC).

- **MPOs and COGs:** RTPAs can be an MPO (Metropolitan Planning Organization) or a COG (Council of Governments) or all three. Some COGs also serve as MPOs, under Federal transportation rules, and this designation carries considerable power in allocating Federal and State funds for transportation projects. For example, Fresno COG is the MPO for Fresno County.

  According to U.S. Code, an MPO is the organization designated by the governor and local elected officials as responsible, together with the State, for preparing a comprehensive transportation plan for both highway and transit modes, with long range (10 – 20 years) and shorter range (five year) elements in an urbanized area (population 50,000 or greater). The major role of the MPO is to foster inter-governmental communications and cooperation, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen involvement in the planning process and provide technical services to the member agencies. MPOs are created by elected officials of counties and their incorporated cities as a means of providing a cooperative body for the discussion and resolution of issues that go beyond their individual boundaries.

  State and Federal laws encourage such efforts. In each of these areas, MPOs act as a consensus-builder to develop an acceptable approach on how to handle problems that do not recognize jurisdictional boundaries.

Route Numbering: South-north state and interstate routes normally carry odd number designations (e.g. I-5, SR 43, SR 99 etc.) while west-east routes normally carry even number designations (e.g. I-10, SR 58, SR 168 etc.).

R/U: (Rural *or* Urban location) Areas designated as rural are those lying outside the U.S. Census urban area boundary with a population less than 2,500 (less than 5,000 population for Federal Aid highway purposes). Areas designated as urban are those lying inside the U.S. Census urbanized boundary.

Scenic Highway: See Route Designation

Separation: See Structures, Types of

SHOPP: See Project Programming

SR: (State Route) Highways within the State which are distinctively designed to serve intrastate and interstate travel.

STAA: See Route Designation

STIP: See Project Programming

STRAHNET: See Route Designation

STRUCTURES, Types of

- **Overcrossing:** (O/C) A configuration where the State highway crosses below the grade of a local road**.**
- **Separation:** (Sep) A configuration where a State highway crosses over a State highway.
- **Undercrossing:** (U/C) A configuration where a State highway crosses above the grade of a local road.
- **Underpass:** A configuration where the State highway crosses below the grade of a railroad line**.**

TCR: (Transportation Concept Report) Formerly called a Route Concept Report or RCR, this document analyzes a transportation corridor service area, establishes a 20 year transportation planning concept, and identifies modal transportation options and applications needed to achieve the 20 year concepts.

TCRP: (Traffic Congestion Relief Program) The TCRP was enacted as part of AB 2928 (2000). Through the TCRP, the Governor and Legislature allocated $4.9 billion for projects to relieve congestion, provide safe and efficient movement of goods, improve intermodal connectivity, and make further investments in transit and rail facilities within the State.

Undercrossing: See Structures, Types of

Underpass: See Structures, Types of

UTC: (Ultimate Transportation Corridor) Highest predictable build-out beyond 20 years.

V/C: (Volume/Capacity ratio) A ratio of demand flow rate (volume) to capacity for a traffic facility. Also see Density.

Intelligent Transportation Systems
SR 58

Traffic Monitoring Stations

Status November 2004

Proposed

Element Type	County	Route	Post Mile	Location	Status
D6TMS	KER	58	17.9	E OF RTE 33	Proposed
D6TMS	KER	58	29.4	W OF RTE 5	Proposed
D6TMS	KER	58	45.5	E OF RENFRO RD	Proposed
D6TMS	KER	58	46.9	JAWETTA AVE	Proposed
D6TMS	KER	58	48.6	E OF CALLOWAY DR	Proposed
D6TMS	KER	58	49.3	E OF COFFEE RD	Proposed
D6TMS	KER	58	50.0	E OF FRUITVALE AVE	Proposed
D6TMS	KER	58	52.6	E OF RTE 99	Proposed
D6TMS	KER	58	52.9	HUGHES LN	Proposed
D6TMS	KER	58	53.3	E OF SOUTH H AVE	Proposed
D6TMS	KER	58	53.5	RTE 204	Proposed
D6TMS	KER	58	55.4	COTTONWOOD RD	Proposed
D6TMS	KER	58	56.9	E OF MT VERNON AVE	Proposed
D6TMS	KER	58	57.9	E OF OSWELL ST	Proposed
D6TMS	KER	58	58.1	FAIRFAX	Proposed
D6TMS	KER	58	58.9	E OF FAIRFAX ST	Proposed
D6TMS	KER	58	59.9	E OF RTE 184	Proposed
D6TMS	KER	58	69.4	W OF GENERAL BEALE RD	Proposed
D6TMS	KER	58	75.6	RTE 223 JCT	Proposed

Closed Circuit Television Locations

Status November 2004

Proposed

Element Type	County	Route	Post Mile	Location	Status
CCTV	KER	58	52.9	HUGHES LANE	Proposed
CCTV	KER	58	53.5	CHESTER AVE OC	Proposed
CCTV	KER	58	54.4	UNION AVE (RTE 204)	Proposed
CCTV	KER	58	55.1	AT BKFD CORRAL OH	Proposed
CCTV	KER	58	57.1	AT FAIRFAX RD	Proposed
CCTV	KER	58	59.5	RTE 184	Proposed
CCTV	KER	58	75.6	RTE 223	Proposed

** If current information is needed, please verify with the Caltrans District 6 Traffic Management Center at (559) 445-6848.*

Changeable Message Signs

Status November 2004

Existing

Element Type	County	Route	Post Mile	Location	Status
CMS	KER	58	51.0	AT LAND CO ROAD	Existing
CMS	KER	58	55.1	AT BAKERSFIELD CORRAL	Existing
CMS	KER	58	64.9	EB EAST OF TEJON HWY	Existing

Proposed

Element Type	County	Route	Post Mile	Location	Status
CMS	KER	58	17.9	E OF RTE 33	Proposed
CMS	KER	58	29.5	W OF RTE 5	Proposed
CMS	KER	58	32.6	E OF RTE 5	Proposed
CMS	KER	58	57.9	W OF RTE 184	Proposed
CMS	KER	58	60.5	E OF RTE 184	Proposed

Highway Advisory Radios

Status November 2004

Proposed

Element Type	County	Route	Post Mile	Location	Status
HAR	KER	58	14.9	RTE 58/RTE 33	Proposed
HAR	KER	58	39.8	RTE 43	Proposed
HAR	KER	58	59.6	E OF RTE 184	Proposed
HAR	KER	58	75.6	RTE 223 JCT	Proposed

Weather Stations

Status November 2004

Proposed

Element Type	County	Route	Post Mile	Location	Status
RPU	KER	58	51.0	AT LANCO ROAD	Proposed
RPU	KER	58	55.1	W/O RTE 184	Proposed
RPU	KER	58	64.9	E/O RTE 223	Proposed

** If current information is needed, please verify with the Caltrans District 6 Traffic Management Center at (559) 445-6848.*

SR 58 Transit Services
Kern County
December 2004

Segment PM/KP From/To	Transit Services
1 – 6 KERN PM 0.7 – 31.6 KP 0 - 50.9 San Luis Obispo County line to Interstate 5/58 SEP	The Kern Regional Transit operates from Buttonwillow to the Bakersfield area.
7 - 11 KERN PM 31.6 – 59.4 KP 50.9 - 95.6 Interstate 5/58 SEP to RTE 58/184 SEP	Common transit carriers include Greyhound Bus Lines, Orange Belt Stages, and Amtrak Connections. Golden Empire Transit (GET) operates Fixed Routes within Bakersfield. Kern Regional Transit operates Fixed Routes.
12 - 22 KERN PM 59.4 – 143.9 KP 95.6 - 231.6 RTE 58/184 SEP to San Bernardino County line	Common transit carriers include Greyhound Bus Lines, Orange Belt Stages, and the Amtrak Connection (Amtrak's continuing bus to Tehachapi, Mojave and Boron). Kern Regional Transit operates throughout rural Kern County eastward to Boron with both Fixed Route and Dial-a-Ride services.

SR 58 Bicycle Facilities
Kern County
December 2004

From the San Luis Obispo County line to its junction with SR-99 in Bakersfield (PM 00.00 – PM 51.80) SR-58 is comprised of two- and four-lane conventional roadway segments. Bicycles are allowed on all segments. Within these segments, shoulder widths vary from non-existent to ten feet.

From the junction of SR-99 to the junction of SR-223 (PM R52.35 – PM 75.65) the route is comprised of four- to eight-lane freeway segments all of which are closed to bicycle travel. An alternate route exists following a combination of Coffee Rd., Stocksdale Highway, Brundage Lane, Edison Highway and Bena Road. For the most part, the alternate route parallels the closed SR-58 freeway segments but is approximately five miles longer, frequently lacks rideable shoulders and has grades that are steeper than those encountered on the freeway segments. Portions of the alternate route through Bakersfield are currently classified as either Class II (Bike Lane) or Class III (Bike Route) bike facilities.

From SR-223 to the junction of Business 58 [north end] (PM 75.65 to PM R108.85) the highway is comprised of freeway segments, with wide shoulders (some with rumble strips), which are opened to bicycle travel. From Business 58 [north end] to Business 58 [south end] (PM R108.85 – PM R116.20) the highway is comprised of a new freeway segment that is closed to bicycle travel. An alternate route exists following the old SR-58 alignment through the city of Mojave.

From Business 58 [south end] to Twenty Mule Team Road (PM R116.20 - PM R136.40) SR-58 is comprised of both expressway and freeway segments with 8-10 foot shoulders. These segments are open to bicycle travel. Some segments contain rumble strips.

From Twenty-Mule Team Road to the San Bernardino County line (PM R136.40 - PM R143.86) SR-58 is comprised of freeway segments with 8-10 foot shoulders. All of these segments are open to bicycle travel. Additionally, an alternate route also exists following Twenty-Mule Team Road through the City of Boron to the San Bernardino County line.